

worst. But whatever the results, we are not going to give up on you. We're going to fight with you and for you all the way." I hugged her and thanked her for hanging in there with me.

If I have learned anything, it is that we never know when, how, or whom a serious illness will strike. If and when it does, each one of us wants not simply the best possible care for our body but for our whole being.

I still am bound upon Lear's wheel of fire, but the love and devotion of my family and friends, and the deep caring and engagement of my caregivers, have been a tonic for my soul and have helped to take some of the sting from my scalding tears.●

TRIBUTE TO THE MISSOURI MERCHANTS AND MANUFACTURERS ASSOCIATION

● Mr. BOND. Mr. President, I rise today to pay a special tribute to the Missouri Merchants and Manufacturers Association. I am very pleased to recognize this organization for its 15 years of superior service to the Missouri business community.

The Missouri Merchants and Manufacturers Association was formed in 1980. With hard work and untiring commitment, the MMMA has grown into a strong, well respected voice in the legislative process representing over 5,000 small and mid-sized businesses across the State of Missouri. It is actively involved in educating MMMA members and serving as an advocate on State legislative issues impacting businesses.

While Governor of Missouri, I found that the MMMA's active involvement in State legislative issues provided a vital resource. As chairman of the Committee on Small Business, I highly value the insights they have shared on numerous issues of great importance to America's business.

The quality individuals that comprise the MMMA epitomize the kind of dedication, work ethic and ideals necessary to meet the ongoing challenges and demands of the business community. Their leadership has influenced passage of important legislation and provided dependable resources in many court cases to benefit employers. The Missouri Merchants and Manufacturers Association will commemorate its 15th anniversary at an annual fall dinner on September 30, 1995. It is my great pleasure to congratulate the MMMA for this significant accomplishment.●

THE AMERICORPS PROGRAM

● Mr. LIEBERMAN. Mr. President, over the last few months, there have been a number of speeches in this Chamber and even more outside of it criticizing pointless partisanship. Although matters of philosophy and implementation do frequently divide Senators on this side of the aisle from those on the other side, the country has a right to expect that we will seize every chance to work together.

I would have thought that national service provided a perfect opportunity for that common ground. Republicans

and Democrats alike have called for greater personal responsibility, for increased involvement of citizens in our communities, for people pitching in to do what needs to be done to make America as smart and safe and strong as we have dreamed it could be.

These are the very same goals of AmeriCorps, the new domestic Peace Corps established by Congress only 2 years ago. Just this past week, the first 20,000 AmeriCorps members completed their service in my State of Connecticut and all across the country. I know how much they have achieved in Connecticut.

Forty percent of the 300 students tutored by the University of Bridgeport AmeriCorps members have increased their levels of achievement in one or more areas. AmeriCorps members in the Leadership, Education and Athletics in Partnership [LEAP] program trained 600 children to volunteer at the Special Olympics when they were held in New Haven. Community Action for Greater Middlesex County was able to bring over 60 volunteers to Christmas in April, thanks to the presence of AmeriCorps members. They refurbished 15 bedrooms and 8 bathrooms at the Eddy Shelter and rehabilitated the home of 90-year-old Alice Taylor, who, in her own lifetime has taken care of over 1,000 foster children, as well as raised her own 8 children.

AmeriCorps offers an opportunity for young people and Americans of all ages. It makes the dream of a college education a reality for families who work hard and play by the rules—while meeting compelling human needs in our communities in a cost effective manner.

Independent analyses show just how cost-effective this initiative has been in its first year. The GAO said that the Corporation for National Service's resources total about \$17,600 per member, which is not only in line with the Corporation's estimate of \$18,800 per member but in line with what Congress authorized.

Mr. President, the only formal cost-benefit analysis of AmeriCorps, done by four conservative economists, estimated a return of \$1.60 to \$2.60 in direct benefits for every dollar AmeriCorps invests.

We need to build on this success, not walk away from it. The private sector poured \$41 million in resources into local AmeriCorps programs this last year, a tremendous feat when you consider that Congress had called for \$32 million in matching funds from all sources. We've got an impressive public/private partnership going here and we really need to nurture it.

We won't find common ground or reach higher ground if we turn national service into a partisan political football. We owe those 20,000 AmeriCorps members—and all Americans—better than that.

TRIBUTE TO JASON REESE

● Mr. FRIST. Mr. President, I would like to take the time today to commend a very special Tennessean who has shown tremendous strength of character and a will to succeed. Jason Reese is an 18-year-old from Morristown, TN, who has just been named the Boys & Girls Club of America's 1995-96 National Youth of the Year for his commitment to community service, scholastic achievement, and leadership skills.

Jason entered the competition for National Youth of the Year when he became the Morristown Boys & Girls Club's Youth of the Month and later their Youth of the Year. He was then chosen Youth of the Year by the State of Tennessee and the southeast regional representative for the national competition. The finalists traveled to Washington, D.C. and were judged on their activities in their local Boys & Girls Clubs, their values and integrity, their academic achievements, their service to their communities, and their commitment to their families.

As the National Youth of the Year, Jason will have the opportunity to meet with youth from Boys & Girls Clubs throughout the country and discuss the impact the programs can have on one individual. For years, Jason lived without a male role model. But through drive and determination, Jason Reese overcame those obstacles, and he has become a role model for other youths.

Jason was abandoned by his father when he was a baby, and later his stepfather abandoned him and his two younger stepbrothers. Jason grew up quickly, holding a part-time job, working hard in school, and caring for his brothers at home while his mother worked and attended school. He also joined the Boys & Girls Club in Morristown, where he grew up in other ways. There, he served as a junior staff member, a member of the Keystone Leadership Club, and as a delegate to the club's board of directors. He took part in most of the club's programs, and he learned the social and leadership skills that he says gave him the motivation and self-esteem he needed to succeed in his school, community, and family.

Outside of the Boys & Girls Club, Jason has volunteered in nursing homes, helped refurbish a local park, and tutored younger children. Throughout that time, he maintained a 3.83 cumulative grade point average in his advanced and college placement curriculum at Morristown-Hamblen School West, and he took on enough responsibilities at home to allow his mother to work and graduate from college with a degree in psychology.

After 8 years in the Boys & Girls Club and a lifetime of his own dedication, Jason Reese has entered the University of Tennessee at Knoxville as a freshman honors student in engineering. In addition to being a National Merit Scholar and a UT Centennial Scholar, Jason will receive a \$10,000 scholarship

from the Reader's Digest Association, which sponsored the National Youth of the Year Award. Those combined scholarships will cover the costs of Jason's tuition, books, and room and board for the next 4 years.

Mr. President, I had the pleasure to meet briefly with Jason at my constituent coffee last week when he was in Washington, D.C., with the other four finalists. Jason has the commitment and the integrity to lead the Nation's youth. And I have great confidence that his year as the National Youth will not only benefit him personally, but will have a positive impact on the millions of kids in Boys & Girls Clubs throughout the country.●

COMMEMORATING 1995 HEALTHY CHOICE AMERICAN HEART WALK

● Mr. BRADLEY. Mr. President, I rise today to call attention to a wonderful opportunity for my colleagues and their staff to do something good for both themselves and for America; to participate in the Healthy Choice American Heart Walk on September 28 at noon. America's national campaign to fight heart disease will start in the Nation's Capital with a walk on the National Mall involving thousands of our fellow Government and congressional leaders, celebrities, Federal workers, and others.

It is fitting to begin this event in our Nation's Capital because heart disease is a national problem. It is our Nation's No. 1 killer and disabler, and it exacts a devastating emotional and financial toll each year. Of the 10 leading causes of death in our country, heart disease leads the list, and kills more of us each year than the next 9 causes combined. And the financial impact of heart disease and stroke accounts for about one-seventh of our Nation's entire health care bill.

Local American Heart Association chapters have organized more than 800 walks involving thousands of people in cities and towns from coast-to-coast in late September and early October. The steps that will be taken on The Mall this Thursday begin a national round of Heart Walks in which over 400,000 Americans will participate. In the next few weeks, this army of walkers will cover more than 1.2 million miles and will raise more than \$13 million for the American Heart Association.

With the Heart Walk, we can all—quite literally—take meaningful steps toward conquering this killer. We can also advance our cause in two critical ways—by taking steps toward a heart-smart lifestyle and helping others by raising funds to support the ongoing education and research efforts of the American Heart Association.

I urge my colleagues in the Senate to fit this into their schedules and to encourage their staff to participate as well.●

NOTE

In the RECORD of Friday, September 22, 1995, during the consideration of the message from the House on S. 440, at page S14144, the text of the House message was inadvertently omitted. The permanent RECORD will be corrected to reflect the following.

NATIONAL HIGHWAY SYSTEM DESIGNATION ACT OF 1995—MESSAGE FROM THE HOUSE

Mr. CHAFEE. Mr. President, I ask that the Chair lay before the Senate a message from the House of Representatives on S. 440, a bill to amend title 23, United States Code, to provide for the designation of the National Highway System, and for other purposes.

The PRESIDING OFFICER laid before the Senate the following message from the House of Representatives:

Resolved, That the bill from the Senate (S. 440) entitled "An Act to amend title 23, United States Code, to provide for the designation of the National Highway System, and for other purposes", do pass with the following amendments:

Strike out all after the enacting clause, and insert:

SECTION 1. SHORT TITLE; TABLE OF CONTENTS.

(a) *SHORT TITLE*.—This Act may be cited as the "National Highway System Designation Act of 1995".

(b) *TABLE OF CONTENTS*.—

Sec. 1. Short title; table of contents.

Sec. 2. Secretary defined.

TITLE I—NATIONAL HIGHWAY SYSTEM

Sec. 101. National Highway System designation.

TITLE II—HIGHWAY FUNDING RESTORATION

Sec. 201. Short title.

Sec. 202. Findings and purposes.

Sec. 203. State high priority project restoration program.

Sec. 204. Rescissions.

Sec. 205. State unobligated balance flexibility.

Sec. 206. Minimum allocation.

Sec. 207. Relief from mandates.

Sec. 208. Definitions.

TITLE III—MISCELLANEOUS PROVISIONS

Sec. 301. Distribution of transit operating assistance limitation.

Sec. 302. Accountability for high cost Federal-aid projects.

Sec. 303. Letters of intent and full financing grant and early systems work agreements.

Sec. 304. Report on capital projects.

Sec. 305. Repeal and modification of existing projects.

Sec. 306. Miscellaneous transit projects.

Sec. 307. Metropolitan planning for transit projects.

Sec. 308. Contracting for engineering and design services.

Sec. 309. Ferry boats and terminal facilities.

Sec. 310. Utilization of the private sector for surveying and mapping services.

Sec. 311. Formula grant program.

Sec. 312. Accessibility of over-the-road buses to individuals with disabilities.

Sec. 313. Alaska Railroad.

Sec. 314. Alcohol and controlled substances testing.

Sec. 315. Alcohol-impaired driving counter-measures.

Sec. 316. Safety research initiatives.

Sec. 317. Public transit vehicles exemption.

Sec. 318. Congestion mitigation and air quality improvement program.

Sec. 319. Quality improvement.

Sec. 320. Applicability of transportation conformity requirements.

Sec. 321. Quality through competition.

Sec. 322. Applicability of certain vehicle weight limitations in Wisconsin.

Sec. 323. Treatment of Centennial Bridge, Rock Island, Illinois, agreement.

Sec. 324. Metric requirements and signs.

Sec. 325. ISTEA technical clarification.

Sec. 326. Metropolitan planning for highway projects.

Sec. 327. Non-Federal share for certain toll bridge projects.

Sec. 328. Discovery and admission as evidence of certain reports and surveys.

Sec. 329. National recreational trails.

Sec. 330. Identification of high priority corridors.

Sec. 331. High priority corridor feasibility studies.

Sec. 332. High cost bridge projects.

Sec. 333. Congestion relief projects.

Sec. 334. High priority corridors on National Highway System.

Sec. 335. High priority corridor projects.

Sec. 336. Rural access projects.

Sec. 337. Urban access and mobility projects.

Sec. 338. Innovative projects.

Sec. 339. Intermodal projects.

Sec. 340. Miscellaneous revisions to Surface Transportation and Uniform Relocation Assistance Act of 1987.

Sec. 341. Eligibility.

Sec. 342. Orange County, California, toll roads.

Sec. 343. Miscellaneous studies.

Sec. 344. Collection of bridge tolls.

Sec. 345. National driver register.

Sec. 346. Roadside barrier technology.

Sec. 347. Motorist call boxes.

Sec. 348. Repeal of national maximum speed limit compliance program.

Sec. 349. Elimination of penalty for noncompliance for motorcycle helmets.

Sec. 350. Safety rest areas.

Sec. 351. Exemptions from requirements relating to commercial motor vehicles and their operators.

Sec. 352. Traffic control signs.

Sec. 353. Brightman Street Bridge, Fall River Harbor, Massachusetts.

Sec. 354. Motor carrier safety program.

Sec. 355. Technical amendment.

Sec. 356. Safety report.

Sec. 357. Operation of motor vehicles by intoxicated minors.

Sec. 358. Effectiveness of drunk driving laws.

SEC. 2. SECRETARY DEFINED.

In this Act, the term "Secretary" means the Secretary of Transportation.

TITLE I—NATIONAL HIGHWAY SYSTEM

SEC. 101. NATIONAL HIGHWAY SYSTEM DESIGNATION.

Section 103 of title 23, United States Code, is amended by inserting after subsection (b) the following:

"(c) *INITIAL DESIGNATION OF NHS*.—The National Highway System as submitted by the Secretary of Transportation on the map entitled 'Official Submission, National Highway System, Federal Highway Administration', and dated September 1, 1995, is hereby designated within the United States, including the District of Columbia and the Commonwealth of Puerto Rico.

"(d) *MODIFICATIONS TO THE NHS*.—

"(1) *PROPOSED MODIFICATIONS*.—The Secretary may submit for approval to the Committee on Environment and Public Works of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives proposed modifications to the National Highway System. The Secretary may only propose a modification under this subsection if the Secretary determines that such modification meets the criteria and requirements of subsection (b). Proposed modifications may include new segments and deletion of existing segments of the National Highway System. VerDate 20-SEP-95 02:15 Oct 03, 1995 J